

# WIS 83 Corridor Study

What’s new

The Draft Environmental Impact Statement (EIS) was made available for public comment, and a public hearing was held on November 20, 2003. The Wisconsin Department of Transportation (WisDOT) has now selected a recommended alternative for making long-term improvements in the WIS 83 corridor.

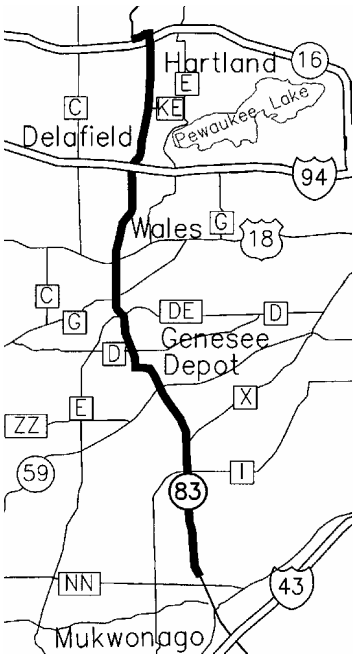
Public involvement

The study team has held thirteen monthly local information sessions, a public information meeting, several meetings with individual property owners, a public hearing, and five Project Advisory Committee meetings. Comments from these meetings along with input from state/federal review agencies has been instrumental in selecting a recommended alternative.

Recommended alternative

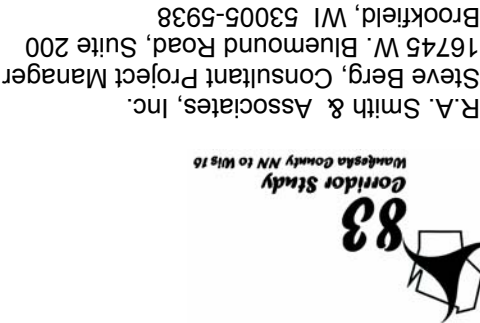
Proposed improvements involve widening WIS 83 to a four-lane facility except in the Genesee Depot area (WIS 59 to County DE/E) and from WIS 16 to Chapel Ridge Road where the existing two-lane highway is planned for reconstruction to modern design standards. The recommended alternative for each WIS 83 project section is listed in the table below and shown on the map inside. The recommended alternative meets key purpose and need objectives while causing the least damage to the natural and built environment.

WIS 83 Segment	Existing Roadway	Recommended Alternative
County NN to County X	2-lane rural	4-lane divided roadway (Hybrid urban/rural cross section <sup>1</sup> )
County X to Walnut Street	2-lane rural	4-lane corridor preservation <sup>2</sup> (Hybrid urban/rural cross section <sup>1</sup> )
Walnut Street to WIS 59	2-lane rural	4-lane corridor preservation <sup>2</sup> (Urban cross section with center turn lane)
WIS 59 to County DE/E	2-lane rural/urban	Reconstruct existing 2-lane highway to modern design standards
County DE/E to Hillside Drive	2-lane rural	4-lane divided roadway (Various cross sections for land use compatibility and minimizing impacts to adjacent development)
Hillside Drive to County DR/Golf Road	4-lane divided rural/urban	4-lane divided roadway (Urban cross section with right turn lanes)
County DR/Golf Road to Meadow Lane	4-lane divided suburban with shoulders	No change to existing roadway cross section; reroute combined Lake Country/Ice Age Trail crossing to signalized Golf Road intersection
Meadow Lane to WIS 16	2-lane rural	4-lane divided roadway (Hybrid urban/rural cross section <sup>1</sup> )
WIS 16 to Chapel Ridge Road	2-lane rural	Reconstruct existing 2-lane roadway to modern design standards
<div>Notes:</div> <div>1. The hybrid urban/rural cross section has shoulders and ditches outside the driving lanes but uses curb and gutter next to the median. This cross section reduces total right-of-way width by about twenty-five feet compared to a rural cross section. Shoulder curb would be used in some areas to minimize impacts.</div> <div>2. The four-lane corridor preservation alternative would not be constructed until or if traffic volumes or safety factors indicate the need. Interim improvements to the existing two-lane roadway such as resurfacing or spot intersection improvements would be made over time.</div>		



Project location

**Mission statement:**  
*To provide leadership in the development and operation of a safe and efficient transportation system.*



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### Schedule / Final EIS process

The study schedule milestones have been updated to reflect recent progress and activities relating to the Draft EIS availability including additional public input and coordination with local, state, and federal review agencies.

- Final EIS availability—summer 2004
- Record of Decision (ROD)—fall 2004

### Construction timeframe

Any future improvements in the WIS 83 corridor will be prioritized by need and constructed in segments beginning in 2007 at the earliest depending on funding availability. The Meadow Lane to WIS 16 and the County DE/E to Hillside Drive segments would have higher priority due to emerging safety concerns and high traffic volumes.

### Study team contact information

If you would like additional information or more copies of this newsletter, please contact one of the study team members listed below.

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